

# The China Mail

Established February, 1845.

VOL. XXXVIII. NO. 5794.

二月九日一千八百二十八年九月號

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C.; BATES & HENDY & CO., 31, Walbrook, E.C.; SAMUEL DRAON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PRINCE, 26, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. O'HEARN & CO., Manila.

CHINA.—MACAO, MEATS A. A. DE MELLO & CO., Saturia, CAMPBELL & CO., AMERY, WILSON, NICHOLAS & CO., FOSHOW, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

## Banks

COMPTOIR D'ESCOMpte DE PARIS.  
(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID-UP.....£3,200,000.

RESERVE FUND.....£300,000.

HEAD OFFICE—14, Rue BERGERE,  
PARIS.

AGENCIES and BRANCHES at:  
LONDON, BOURBON, SAN FRANCISCO,  
MADRIZZLES, BOMBAY, HONGKONG,  
LYONS, CALCUTTA, HANKOW,  
NANTES, SHANGHAI, FOSHOW,  
MELBOURNE, and SYDNEY.

LONDON BANKERS:  
THE BANK OF ENGLAND.  
THE UNION BANK OF LONDON.  
MESSRS C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

F. COCHINARD,  
Agent, Hongkong.

Hongkong, February 8, 1882.

ORIENTAL BANK CORPORATION.  
(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

RATES of INTEREST ALLOWED on DEPOSITS.

At 3 months' notice 3% per Annum.  
" 6 " 4 " " "  
" 12 " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,  
Acting Manager.

Oriental Bank Corporation,  
Hongkong, September 4, 1879.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....£5,000,000 Dollars.

RESERVE FUND.....£1,000,000 Dollars.

COUNCIL OF DIRECTORS:

Chairman—A. McIVER, Esq.

Deputy Chairman—H. L. DUNLIVILLE, Esq.

H. R. BELLILLIOS, Hon. F. B. JOHNSON,

W. M. REINERS, Esq.

E. D. SASOON, Esq.

H. HOPPIUS, Esq.

Chief Manager.

Hongkong, Thomas JACKSON, Esq.

Manager.

Shanghai.....EWEN CAMERON, Esq.

London BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

" 6 " 4 " "

" 12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Offices of the Corporation.

No. 1, Queen's Road East.

Hongkong, August 16, 1882.

## Notices of Firms.

NOTICE.

M. FREDERICK DERBYS BUSH

Admitted a PARTNER in our

Business from this date, and Mr. GEORGE H. WHEELER is authorized to sign our Name.

RUSSELL & CO.

China, 1st January, 1882.

MEYER & CO.

MEYER & CO.

Hongkong, August 13, 1882.

158a/2

NOTICE.

The Undersigned have been appointed

SOLE AGENTS for the Sale of their

GOODS by Messrs KYNOCH & CO., of

WITTON, near BIRMINGHAM.

MEYER & CO.

Hongkong, August 13, 1882.

158a/2

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SOLE AGENTS for the Sale of their

## FOR SALE.

MacEWEN, FRICKEL &amp; Co.: HAVE RECEIVED FOR SALE.

CHRISTMAS STORES AND NEW AND SEASONABLE GOODS.

EX FRENCH MAIL STEAMER. MUSCATEL RAISINS.

METZ FRUIT.

ASSORTED COSAQUES.

CALLARD &amp; BOWEN'S CONFECTIONERY.

BUTTER SCOTCH.

HONEY SCOTCH.

ROSE TOFFEE.

LEMON TOFFEE.

ROSE'S LIME JUICE CORDIAL.

PLUM PUDDINGS.

PATRAS CURRANTS.

VALENCIA RAISINS.

MACKINNON PEN.

LIVERMORE PEN.

LAWN TENNIS BATS.

LAWN TENNIS BALLS.

LAWN TENNIS SHOES.

STEAMER "Glenfinnan."

STILTON CHEESE.

YORK HAMS.

CHRISTMAS CAKES.

TIVOLI-TRADE'S DESSERT FRUITS.

ALMONDS AND RAISINS.

SMYRNA FIGS.

PICNIC TONGUES.

FILBERTS.

COCONUTINA.

VAN HOUTEN'S COCOA.

LIBERIA &amp; ERL COCOA.

FRENCH PLUMS.

HUNTER &amp; PALMER'S BISCUITS.

PATE DE FOIE GRAS.

MINCEMEAT.

CHOCOLATE-MENIER.

SAUSAGES.

BROWN.

SIGNY BUTTER.

DANISH BUTTER.

BREAKFAST TONGUES.

ANCHOVIES.

ASPARAGUS.

SOUPS, &amp;c.

## WINES AND SPIRITS.

## CHAMPAGNES—

HENNESSY'S MONOPOLE &amp; WHITE SEAL.

VEUE CLIQUE PONSARDIN.

JULES MUMM &amp; Co., pints &amp; quarts.

## CLARETS—

CHATEAU LA ROSE, pints &amp; quarts.

CHATEAU LAFITE, "

IRES GRAVES, "

BREAKFAST CLARET, "

## SHERRIES &amp; PORT—

SACCONI'S MANZANILLA &amp; AMON-

TILLADO.

SACCONI'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &amp;c.—

1, 2 &amp; 3-star HENNESSY'S BRANDY.

BISQUIT DUCOURT &amp; Co.'S BRANDY.

FINE OLD BOURBON WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

CHARTRREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA.

BOKEH's and ORANGE BITTERS.

&amp;c., &amp;c., &amp;c.

BASS'S ALE, bottled by CAMERON and SUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &amp; J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in hogsheads.

EX AMERICAN MAIL.

FRESH ROLL BUTTER.

Eastern and California CHEESE.

Benzelous CODFISH.

Prime HAMS and BACON.

Russian CAVIAR.

Eagle Brand Condensed MILK.

PEACH and APPLE BUTTER.

Pickled ON-TONGUES.

Family PIG-PORK in kegs and pieces.

Paragon MACKEREL in 5 lb cans.

Bacon IDEAL SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 2 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCEMEAT.

COMB HONEY in Original Frames.

Richardson &amp; Robbin's Celebrated Potted MEATS.

Richardson &amp; Robbin's Curried OYSTERS.

McCarthy's Sugar LEMONADE.

Clam CHOWDER.

Smoked SALMON.

Green TURTLE in 2 lb cans.

&amp;c., &amp;c., &amp;c.

YACHT &amp; PICNIC SUPPLIES.

CALIFORNIA RACKER.

COMPANY'S BISCUITS in 5 lb tins, and loose.

Alphabetical B.I.S. CUITS.

Fancy Sweet Mixed BISCUITS.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

EYE MEAL.

SPECIALTY SELECTED OIG A.R.S.

The New Season's CUMSHAW TEA, in 5 and 10 cent Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

SHIPCHANDLERY of every Description.

PIGGING and SAIL-MAKING promptly executed.

Hongkong, January 25, 1882.

## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLE, AND PORTS OF BRAZIL, AND LA PLATA.

Also.

BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

STEAM FOR MACASSAR, SOURA-

BAYA, SAMARANG AND BATAVIA

The Co.'s Steamship

"Atch."

Captain M. de Neer, will be

despatched for the above Ports

TO-MORROW, the 10th Instant, at

Daylight.

For Freight or Passage, apply to

RUSSELL &amp; Co.

Hongkong, February 9, 1882.

fe10

NAVIGATION COMPANY.

STEAM FOR MACASSAR, SOURA-

BAYA, SAMARANG AND BATAVIA

The Co.'s Steamship

"Atch."

Captain M. de Neer, will be

despatched for the above Ports

MACAO and MANILA

SATURDAY, the 11th Inst., at 8 a.m.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.

Agents.

Hongkong, February 9, 1882.

fe11

OCEAN STEAMSHIP COMPANY.

STEAM FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship

"Atch."

Captain K. K. will be

despatched for the above Ports

on MONDAY, the 13th Instant.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; Co.

Agents.

Hongkong, February 9, 1882.

fe13

NOTICE.

CONSIGNEES of the undenoted Cargo,

Ex S.S. "Nelson," from MELBOURNE,

are hereby informed that the same are now

lying at their risk and expense, uninsured

against Fire, in the Godowns of the Under-

signed.

All Claims must be settled on board

before delivery is taken, otherwise they

will not be recognized.

S.N.—3 pipes Tallow, by M. D. Synott

Bro. to L. Tye Shing,

L.D., 1 box Tobacco, by Couche Calden

&amp; Co. to Order.

GEO. R. STEVENS &amp; Co.

Hongkong, February 9, 1882.

fe10

STEAM FOR

SINGAPORE, PENANG, POINT DE

GALLE, ADEN, SUEZ, PORT SAID,

MALTA, GIBRALTAR, BRINDISI,

ANCONA, VENICE, PLYMOUTH,

AND LONDON;

Also,

BOMBAY, MADRAS, CALCUTTA, AND

AUSTRALIA.

N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PERSIAN

GULF PORTS, MARSEILLES,

TRIESTE, HAMBURG, NEW YORK

AND BOSTON.

THE U.S. Mail Steamship CITY OF

TOKIO will be despatched for San

Francisco, via Yokohama, on WEDNES-

DAY, the 1st March, 1882, at 3 p.m., taking

Passengers and Freight, for Japan, the

United States, and Europe.

Through Bills of Lading issued for transpor-

tation to Yokohama and other Japanese

Ports, to San Francisco, to Atlantic and

Inland Cities of the United States, via Over-

land Railways, to Havana, Trinidat, and

would have too well understood his position towards the Governor to have raised the objection now for the first time; and upon His Excellency's observations, that the clause had been determined by the Council to should be withdrawn, he thought it right that he make his statement. He said that the advisers of the Governor apparently did not include him.

His Excellency the Governor said the hon. member who had charge of the Bill yesterday had twice remarked that there were clauses suggested by the Imperial Government. It was unfortunate that the Attorney General had overlooked that fact, and it was unfortunate that he had not paid attention to what had fallen from the promoter of the Bill.

The opposition was withdrawn, and the clause allowed to stand as part of the Bill. The Attorney General said that there would be certain verbal amendments which would be quite appropriate and right.

The clauses up to 137 were, after some discussion, carried.

The Governor said they had to deal with certain postponed clauses from 17-21.

The Hon. Mr. Tonnochy said that the clauses were well worthy of consideration. He had a conversation with the Surveyor General, and that gentleman was of opinion that the whole of the repairs should be left in his hands.

In regard to that matter he should like to draw attention to certain documents handed in by Messrs. Breerton and Wotton. Their remarks would give a false idea to the public. The matter was to the Duddell Street sewer, which had been opened so as to allow of certain buildings being put up.

The drain was opened at the request of an hon. member and a friend of his, and the expense was borne by his hon. friend (Mr. Bellis) and his friend Mr. Chater. It was understood that the Surveyor General was responsible for the maintenance of the roadways in the Colony, and whatever amount was required by him would be voted by the Council, and he thought that they would be better off if the Surveyor General looked after the repairs of the roads. The hon. gentleman thought it would be rather unfair if the Government had to pay the whole of the expenses. It should merely be part of the road Government should keep up.

Another objection he had to take was that if the company dug up the roads no one would be present on the part of the Government. If the Company were only allowed to look after the bit of the roads in the way, there would be no provision of authority because in this state of the thing the Company could by sending twenty-four hours' notice to the Surveyor General open any part of their roads. The hon. gentleman overlooked the fact that the day previous to twenty-four hours' notice should be given before alterations were made. The Gas Company was of more importance to the Colony than the Surveyor General.

The clause was carried.

On the question that clause 13 should be omitted, the Hon. Mr. Johnson said that if in consequence of any accident the Company had to send to the Surveyor General, and he failed to repair the responsibility would rest with them.

The Hon. Mr. Tonnochy said that this was the main objection.

The Hon. Mr. Johnson said that he believed the practice was the Company should have repair of the road in accordance with the practice at home.

The Hon. Mr. Deane drew the attention of the hon. member to clause 14. A great deal of money would be expended by severs having to be lifted. He thought that in the interest of the Gas Company the Tramway Company ought to repair the roads where the tramways were laid. He thought the Surveyor General should be entrusted with the repair of the portion of the roads that would be put under his trust. The Tramway Company ought to look after their part of the road, and the Surveyor General after his part.

The Hon. Mr. Johnson objected to this.

The Hon. Mr. Tonnochy said that it was absurd that whenever the Tramway Company wanted to open the roads they should have all the other Companies within their power.

The Hon. Mr. Deane said the question was different from at home, because the lines ran through different parishes. The lines in the metropolis ran, for instance, through Marylebone, Paddington, &c., and each parish might have to pay to keep 4 or 5 miles of the line. This would make it a question between the Tramway Company and six or seven parishes.

The Hon. Mr. Johnson said he did not see it make any difference.

The clause, on the question being put, was omitted by four to three.

The clauses of which consideration were postponed were proceeded with, and considerable discussion took place on them.

The Hon. Mr. Johnson contended that a whole clause should be struck out. The clause was amended and then passed.

On clause 18 the Hon. Mr. Deane remarked that he proposed that the pipes in the street should be laid down to the satisfaction of the Surveyor General.

The Governor said he thought it was a most sensible suggestion.

Mr. Johnson said there was an objection to the expense.

The Hon. Mr. Tonnochy said that at first it might be expensive, but that where in some instances there was solid rock to dig into the saying to the Company by not having to lift the mals would be something considerable.

The Hon. Mr. Johnson said that surely they were not going in the first instance to put the Company to all this expense through the lifting of pipes.

The Governor thought that what the hon. member in charge of the bill had said was most important. Certainly he would not like to put any heavy expense upon the Company. A clause proposed by Mr. Bowdler would probably meet the views of both parties.

The Hon. Mr. Tonnochy said that the Surveyor General was of opinion that the repair of the roads ought to be in the hands of the Surveyor General. Otherwise it would be unfair to the Gas Company, who had already vested rights.

Considering the usefulness and the excellent services rendered by the Gas Company to the public they were allowed to make their alterations without submitting them to the Attorney General, but merely giving notice. He thought the clause might be passed subject to any verbal alterations by the Attorney General.

The Attorney General said he presumed the substituted clause carried out the Surveyor General's news.

The Hon. Mr. Tonnochy said that perhaps he was not couch in the proper legal phraseology.

The Attorney General said that certainly he objected to the last words—*as do*.

Mr. Johnson said that the Surveyor General might fail to carry out the verbal.

The Hon. Mr. Tonnochy said that the Surveyor General was an officer of the Government, and as such he was responsible for the performance of his duties. The Council divided on the clause; the numbers were equal, and the Governor gave his casting vote in favour of it.

The Hon. Mr. Johnson drew attention to the fact that although there were only seven members present, the clerk had noted there were four on each side.

The Governor said that on this occasion he had exercised his right of voting, and besides had given his casting vote. Some discussion took place on several clauses, and on the question that the clause 17 should be sub-divided, during which the Attorney General objected to the grammar of a clause which was proposed to be substituted, but which the Governor upheld.

Clause 17 was divided, and was approved of things was due to the policy which His Excellency had introduced.

His Excellency then proposed that the Bill be passed which was assented to by the members of the Council.

The Council then adjourned sine die.

#### REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

(Per E. E. A. & C. Telegraph Co.'s Line.)

#### OPENING OF PARLIAMENT.

LONDON, Feb. 8.

The Hon. Mr. Deane said there was the question of the payment of taxes by the Company. He apprehended that the tram-cars would not be allowed to run during the night. They could either allow them to run under the carriage ordinance and charge them so much or they could charge them according to the amount of luggage.

The Hon. Mr. Johnson said that there would be certain verbal amendments which would be quite appropriate and right.

The clauses up to 137 were, after some discussion, carried.

The Governor said they had to deal with certain postponed clauses from 17-21.

The Hon. Mr. Tonnochy said that the clauses were well worthy of consideration. He had a conversation with the Surveyor General, and that gentleman was of opinion that the whole of the repairs should be left in his hands.

In regard to that matter he should like to draw attention to certain documents handed in by Messrs. Breerton and Wotton. Their remarks would give a false idea to the public. The matter was to the Duddell Street sewer, which had been opened so as to allow of certain buildings being put up.

The drain was opened at the request of an hon. member and a friend of his, and the expense was borne by his hon. friend (Mr. Bellis) and his friend Mr. Chater.

It was understood that the Surveyor General was responsible for the maintenance of the roadways in the Colony, and whatever amount was required by him would be voted by the Council.

Another objection he had to take was that if the company dug up the roads no one would be present on the part of the Government.

If the Company were only allowed to look after the bit of the roads in the way, there would be no provision of authority because in this state of the thing the Company could by sending twenty-four hours' notice to the Surveyor General open any part of their roads.

The hon. gentleman overlooked the fact that the day previous to twenty-four hours' notice should be given before alterations were made.

The Gas Company was of more importance to the Colony than the Surveyor General.

The clause was carried.

On the question that clause 13 should be omitted, the Hon. Mr. Johnson said that if in consequence of any accident the Company had to send to the Surveyor General, and he failed to repair the responsibility would rest with them.

The Hon. Mr. Tonnochy said that this was the main objection.

The Hon. Mr. Johnson said that he believed the practice was the Company should have repair of the road in accordance with the practice at home.

The Hon. Mr. Deane drew the attention of the hon. member to clause 14. A great deal of money would be expended by severs having to be lifted.

He thought that in the interest of the Gas Company the Tramway Company ought to repair the roads where the tramways were laid.

He thought the Surveyor General should be entrusted with the repair of the portion of the roads that would be put under his trust.

The Tramway Company ought to look after their part of the road, and the Surveyor General after his part.

The Hon. Mr. Johnson objected to this.

The Hon. Mr. Tonnochy said that it was absurd that whenever the Tramway Company wanted to open the roads they should have all the other Companies within their power.

The Hon. Mr. Deane said the question was different from at home, because the lines ran through different parishes.

The lines in the metropolis ran, for instance, through Marylebone, Paddington, &c., and each parish might have to pay to keep 4 or 5 miles of the line.

This would make it a question between the Tramway Company and six or seven parishes.

The clause was carried.

On the question that clause 18 should be omitted, the Hon. Mr. Johnson said that if in consequence of any accident the Company had to send to the Surveyor General, and he failed to repair the responsibility would rest with them.

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The Tramway Company ought to look after their part of the road, and the Surveyor General after his part.

The Hon. Mr. Johnson objected to this.

The Hon. Mr. Tonnochy said that it was absurd that whenever the Tramway Company wanted to open the roads they should have all the other Companies within their power.

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